

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,365 tons.....Captain H. D. Jones.
 "POWAN,"2,338 " " " W. A. Valentine.
 "FATSHAN,"2,260 " " " R. D. Thomas.
 "HANKOW,"3,073 " " " C. V. Lloyd.
 "KINSHAN,"1,995 " " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Wilcox.
 "NANNING,"569 " " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

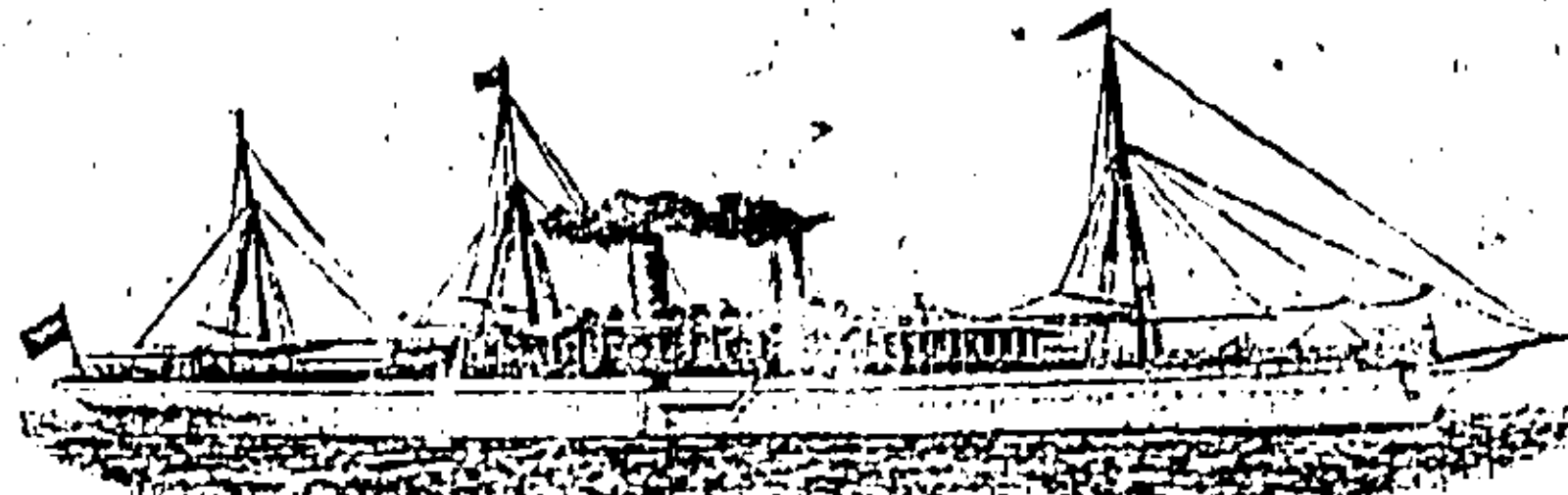
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "TARTAR".....4,425.....		WEDNESDAY, May 23.....	June 16
"EMPRESS OF CHINA".....6,000.....		WEDNESDAY, May 30.....	June 20
"EMPRESS OF INDIA".....6,000.....		WEDNESDAY, June 20.....	July 11
"ATHENIAN".....3,440.....		WEDNESDAY, June 27.....	July 21
"EMPRESS OF JAPAN".....6,000.....		WEDNESDAY, July 11.....	August 1
"MONTAGLE".....5,500.....		WEDNESDAY, July 18.....	August 11

THE Quickest route to CANADA UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers and 1st Class Rail £40. £42.

R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 9th May, 1906. Corner Pedder Street and Praya, opposite Black Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASTATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and MALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARCADIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May } Freight.
C. FERD. LAEISZ.....	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	4th June } Freight.
SITHONIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th June } Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	24th June } Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June } Freight.
BHENANIA.....	HAVRE and HAMBURG, & NAPLES for Landing Passengers. (Calling at S'PORE, PENANG & COLOMBO).	12th July } Freight and Passengers.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Daily qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 16th May, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH.....	WEDNESDAY, 23rd May.
ROON.....	WEDNESDAY, 6th June.
PREUSSEN.....	WEDNESDAY, 20th June.
ZIETEN.....	WEDNESDAY, 4th July.
GNEISENAU.....	WEDNESDAY, 18th July.
RAVERN.....	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.

ON WEDNESDAY, the 23rd day of May, 1906, at Noon, the Steamship PRINZ HEINRICH, Capt. Grosch, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 21st May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Luggage can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	61. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HRRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD.....	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR.....	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND.....	3,301	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA.....	\$28.—	\$18.10	\$14.00
Return	\$42.00	\$27.15	\$17.15
TO BRISBANE.....	\$30.—	\$20.—	\$14.—
Return	\$44.—	\$28.—	\$19.—
TO SYDNEY.....	\$33.—	\$23.—	\$15.—
Return	\$48.—	\$31.—	\$21.—
TO MELBOURNE.....	\$34.10	\$24.10	\$16.10
Return	\$49.10	\$31.10	\$21.10
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE.....	\$95.00	\$75.00	\$50.00
Return	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer.....	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KORE & YOKOHAMA.....	PREUSSEN.....	WEDNESDAY, 23rd May.
SHANGHAI, NAGASAKI, KORE & YOKOHAMA.....	ZIETEN.....	WEDNESDAY, 6th June.
YOKOHAMA & KORE.....	PRINZ WALDEMAR.....	WEDNESDAY, 6th June.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co, O. & Q. S. S. Co, T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON.....	£61. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR.....	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 10th May, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

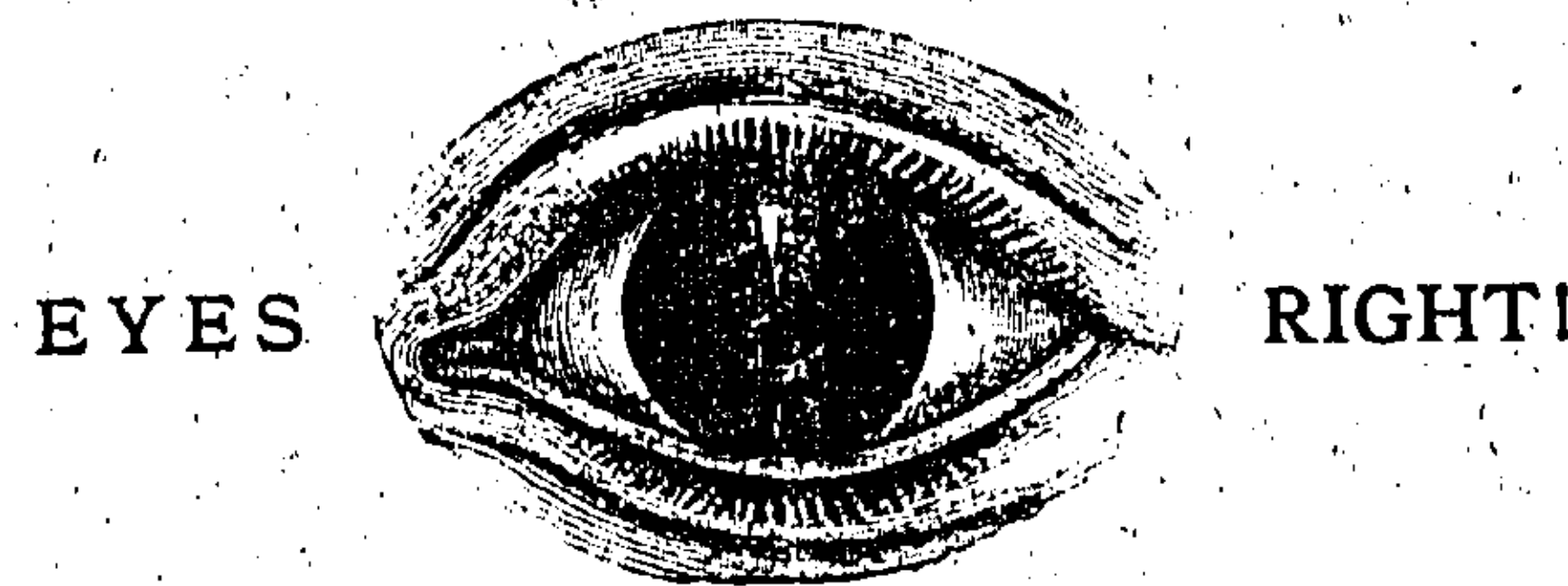
Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]



N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 14 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30.
 *These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG. [14]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH.....	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG.....	JAPAN	Second half May	JAVA PORTS	Second half May
TJIPANAS.....	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP.....	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 9th May, 1906. [15]

KWONG SANG & Co.,
 No. 70, WILKINSON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies, and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece-Goods, &c.
 Latest style of Ladies' Blouses and Gentleman's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

THE HONGKONG
 STUDIO,
 HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.
 PRICES VERY MODERATE
 Hongkong, 15th September, 1905. [16]

FOR SALE.

WELSCH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS,

Do. HARP LAMPS,

Do. MANTLES, OBIM,

NEYS, GLOBES,

HADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE

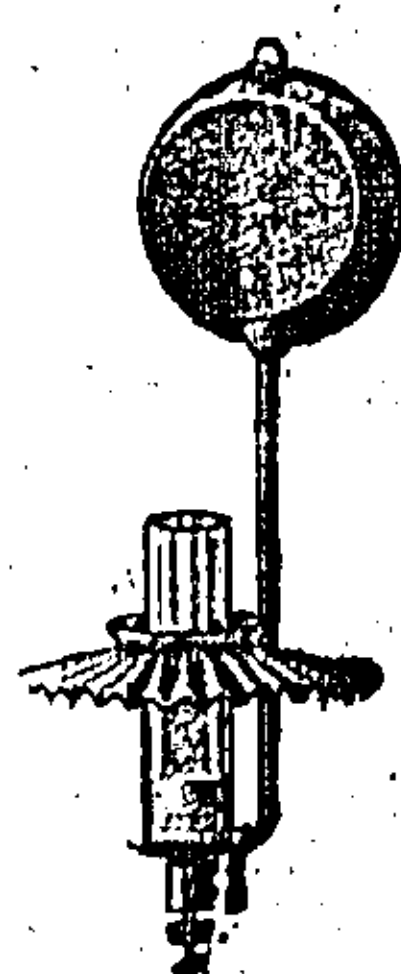
LAMPS and GASOLINE

ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Vaux Road Central,

Hongkong, 10th April, 1906. [19]



Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

TO PREVENT MISTAKES

WHEN BUYING

WHISKY,

PLEASE NOTE THAT

OUR

CLUB No. 1

IS THE ONLY CLUB WHISKY

IN THE COLONY AT

\$18 per Case.

WE CALL IT No. 1 BECAUSE

IT IS SO IN

EVERY RESPECT

AND ALSO TO DISTINGUISH

FROM OTHERS.

GREGOR & Co.,

WINE MERCHANTS.

Hongkong, 25th October, 1905.

On the 9th May, at Shanghai, to Rev. and Mrs. FRANK RAWLINSON, a son.
On the 10th May, at Shanghai, the wife of THOMAS K. MCINTYRE, of a son (till-born).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 16, 1906.

EXCHANGE COMPENSATION IN HONGKONG.

One of the curious features of the administration of Hongkong is the wonderful partiality which is shown the higher paid branches of the Civil Service of the Colony. On every occasion possible their wishes, which are by no means restrained or moderate, are met, if they are not forestalled, to the detriment of those who occupy junior positions, and to the injury in some cases of the public purse. Were it the fact that the subordinates in the Civil Service participated in the distribution of plums which is periodically made there might be less to cavil at, but it would almost seem as if they were ostentatiously ignored, and being voiceless they are treated as the goats of the Service. There may be no intention on the part of the Government to slight a most deserving body of men, but unfortunately the general policy of the powers that be would lead one to think otherwise, and a new demand which has been submitted does not tend to dissipate that opinion. This demand takes the form of a question which will be answered, no doubt, at the meeting of the Legislative Council to-morrow, and strange to relate the demand is submitted by a non-official member of the Council, one pledged to safeguard the interests of the city and to see that no injustice is done to the ratepayers. Standing in the name of the Hon. Mr. H. E. Pollock, K.C., is the following question: "Will the Government consider the advisability of granting to those Civil Servants who are drawing their pay on a sterling basis the privilege of drawing half of their pay at the rate of 1s. 8d. to the dollar, or will the Government grant some other relief by way of compensation to such Civil Servants?" We thoroughly believe that Mr. Pollock's presence at the Legislative Council board will be productive of lasting benefit to the community at large, and that his motives are of the highest, but we submit that if Mr. Pollock is in favour of supporting the claim of the already highly paid officials to an additional rise in salary he has been led into making a false step. Not only is this a matter affecting the Civil Service, but it concerns every one in the Colony; for, one way or the other, it will clearly touch the pockets of the ratepayers, or in other words the whole community. We have to consider, in the first place, what claim the Civil Servants who are drawing their pay on a sterling basis have to this measure of "relief." About a dozen years ago, when the dollar began to fall, there was a great outcry among the Civil Servants that because they had to remit money home they found themselves on the verge of starvation on account of the depreciated dollar. It may be true that they had to remit money to England, or it may not; but if that necessity to make remittances to England really existed their condition would be no worse to-day by the appreciation in the gold value of our current token, since they are able with fewer dollars to make the same remittance home. This grievance was worked for all it was worth, however, and complacent unofficial members of the Council were induced to support a resolution for the grant, in the first instance, of exchange compensation and, subsequently, double exchange compensation when the dollar again fell. Mark the point, that while the dollar continued to depreciate the Civil Servants were benefiting all the time. They were rubbing their hands in glee, these men paid on a sterling basis, so long as the dollar dwindled in value, and the men who had elected to take their money in the currency of the country were bemoaning their fate and going about "with a face full of woe." Now that the dollar has risen again, the Civil Servants come once more to the Legislative Council, and through Mr. Pollock suggest that they should again be favoured at the expense of the community. Assuming, for the sake of argument, that real hardship does exist among the Civil Servants, who is responsible for this state of affairs? Nobody but the Civil Servants themselves, and that can easily be proved. A couple of years ago, the Secretary of State for the Colonies offered them the alternative of drawing their exchange partly in sterling and partly in silver. Why did they not then adopt such a course as would reduce to a minimum any risk that might be incurred as the result of a fluctuating dollar? There is a standing rule in the Colonial Office that members of the Civil Service may not indulge in speculation. That rule was cast to the winds when they elected to take their salaries in sterling, for it is a well known fact that the vagaries of the white metal are as uncertain as the elements. They calculated that the dollar would continue to fall and that they would reap still further advantages. At that time it

was common rumour, even in financial circles, that silver was still on the down grade, that it would fall below 1s. 6d. and might even touch 1s. 2d. As it turned out, the unexpected happened, and the little "flutter" indulged in by the Civil Servants proved their undoing. Their judgment was wholly at fault, and if they are receiving fewer dollars to-day than they anticipated they have themselves to thank for it. Now they come forward and ask to be recompensed for an error in calculation. Should the Colony be called upon virtually to give this administrative staff a 20 per cent. bonus on half their salaries? Is it not better that the Colony should reap the advantage which has resulted from the increased value of the dollar, and carry out urgent works of necessity with the surplus which will result? We are not suggesting that the Colony should act in any niggardly spirit towards the administrative staff, but the higher grade Civil Servants have already received exchange compensation, and double compensation too, merely because they asked for it. Are they going to receive still another "grant-in-aid" because they ask for it? Are the moneys required for public requirements to be diverted into the pockets of the Civil Servants? The idea is absurd. When the Straits Settlements Government suddenly fixed the dollar at 2s. 4d., an arbitrary rate not at all regulated by the current value of the coin but to obtain security for the Government, there was no suggestion of compensating the Civil Servants there who draw their pay on a sterling basis. The fact of the matter is, the Civil Servants of Hongkong have not the ghost of a leg to stand on. When they saw the dollar rising they should have curtailed their expenses; they had plenty of time to do so. Many a poor covenanted employ has to work for private firms in the city; does he get any exchange, and double exchange, and triple exchange compensation? No, he has to grin and bear it. He is hardly likely to be comforted when he knows that any compensation given to the Civil Servants comes out of his pockets in some way or other. And when the junior members of the Civil Service see how the cause of the well-to-do is championed by the representatives of the people, while their little wants—little to outsiders but all-absorbing to them—are callously cast aside as valueless and not worth the consideration or advocacy of Colonial statesmen, are they likely to be satisfied or work any better? Mr. Pollock is capable of much good at the Council and we would not disparage him for a moment; but surely he was ill-advised when he brought forward this purely imaginary grievance.

LOCAL AND GENERAL.

A HOUSEBOY was charged, and fined \$3, by Mr. F. A. Hazeland, at the Magistracy this morning, for dumping rubbish into the harbour, yesterday.

In the case of the morphine seizure a settlement has been arrived at in all the cases with the exception of the claim by Messrs. McEwen, Frickel & Co., which has been remanded.

THE N. C. D. News says that Lieut. Nolasco is sparing no pains to make the Portuguese Company of the Shanghai Volunteer Corps thoroughly efficient, as well as strong numerically.

THE Nippon Yu en Kaisha is reported to have definitely decided to open a fortnightly service between Hongkong and Bangkok by the middle of this month. The chartered steamers *Tilder* and *Prometheus* will be put on the service for the present.

THE police at the Chung Kwan O Station received information yesterday from the people of the Flour Mills there that one of their employers had committed suicide on the premises. The police went to the works and there found a man suspended by the neck from the ceiling. He was cut down, and removed to the mortuary at Hongkong. The cause of the rash act could not be explained by the other folk.

HONGKONG chessmen are distinguishing themselves in the Northern Settlement. From Shanghai exchanges, we learn that the first game in the final round of the Shanghai Chess Championship was played on Wednesday (9th inst.). After an exceptionally fine game Mr. P. C. Souza defeated Mr. Montalto de Jesus. These players have to play four other games, should it be necessary, to decide who is champion.

By kind permission of Lt.-Col. Aitkin and Officers, the Band of the 119th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 17th inst., weather permitting:—
March "The Voice is Near" Bennett.
Waltz "A Summer Night in Munich" Cellini.
Song "The Maid of Malabar" Adams.
Selection "The Shop Girl" Carlyle.
Brazilian Dance "Habenera" Berger.
Cake Walk "Jolly Negroes" Berger.
God Save the King.

We commend to the notice of the Hongkong Dock Co.'s directors and others interested in that concern the leading article from the *Singapore Free Press* which we reproduce on page 3 of this issue. The theme of the editorial was furnished by a letter appearing in these columns not long since from a "Shareholder" whose pertinent observations have been commented upon, by our Straits contemporary, as embodying "the sort of spirit that adds business to business," and from which, it is recommended, the Tanjong Pagar Board might take a tip.

PLAGUE AT CONNAUGHT HOTEL.

FRENCH LADY REMOVED TO HOSPITAL.

According to the daily official return of plague cases occurring in Hongkong during the 24 hours ending at noon to-day, one European residing at the Connaught Hotel was found to be infected, and had been removed to the Kennedy Town hospital. On inquiry at the hotel, a representative of the *Hongkong Telegraph* was informed that a French lady, who only arrived in the Colony recently, came to the hotel yesterday while the manager was out and applied for a room. She was accommodated in one of the apartments on an upper floor. A few hours later, she complained of feeling unwell and a doctor was called. On examination, it was discovered that the lady was suffering from plague and she was immediately removed to the hospital. She is reported to be progressing favourably. The hotel has been rendered perfectly free from any possible chance of contagion.

THE NATIONAL BANK CASE.

In Original Jurisdiction this morning before the Full Bench, consisting of their Honours Sir Francis Pigott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, the case of the National Bank *versus* Le-waire and Company with respect to the recovery of \$10,000 due on a bill of exchange, was called on for hearing.

Mr. E. H. Sharp, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon appeared for the National Bank, and Mr. M. W. Slade, instructed by Mr. F. Pagel Kent, of Messrs. Lemaire and Hett, appeared for Messrs. Lemaire and Co.

Mr. Sharp called Mr. W. H. Gaskell, who stated that he was an accountant practising in the Colony, and had been so practising for some 6 or 7 years, and previous to that was with the Hongkong and Shanghai Bank in Hongkong for seven years. At the request of Mr. Looker he had examined the books of the bank, and in the Bill Book he found, among other notes, that of the bank the subject matter of this suit. That book was kept to record all the securities belonging to or hypothecated to the bank.

Considerable argument here ensued between his Honour the Chief Justice and Mr. Sharp, as to the actual ownership of the note, his Honour contending that from Mr. Playfair's evidence it would appear that the note was only held by the bank for collection and not for itself. Mr. Sharp said that Mr. Playfair was, as he admitted, not quite clear as to that part of the working of the bank's affairs. But there was a heavy debt against Lemaire and the note was given with the condition that if collected it could be passed to payment of the debt.

His Honour said he held quite clearly that the bank *thought* the note belonged to them, and Mr. Playfair *thought* he could do what he liked with it on behalf of the bank.

Mr. Sharp said the books which had been produced showed that the note was entered up in such a way that it pointed to the fact that the bank held that note on its own account.

The argument continued and their Honours agreed that the bank *thought* the note belonged to them to do as they liked with, after which Mr. Gaskell proceeded to describe his examination of the book and explained the entries at some length.

The case was adjourned.

THE ALIMONY CASE.

Further evidence was taken at the Police Court this forenoon, before Mr. F. A. Hazeland, in the case in which a woman, named Tsang Chü Shi, sued her husband, Tsang Sin, on 26th September last for neglecting to support her. Mr. Otto Kong Sing appeared for the defendant; Mr. E. J. Grist, of Messrs. Wilkinson and Grist, prosecuting.

The case, at the last hearing, was remanded to enable the police to produce defendant's "concubine," to ascertain whether she was only a paramour or a concubine.

Wai Choi said she had been the second concubine of the defendant for the last three years, and lived all that time in defendant's house with his family, and was recognised as his children's second mother. Witness was formerly the third concubine, but the second woman had died, and consequently she went one up. When she was selected as third concubine to the defendant there was a feast; she was handed a cup of tea by defendant's daughter-in-law, and the children of the house greeted her; then they worshipped together. Witness knew that defendant had a *tin jeng*, a second wife, but she did not see her, but also heard that they had a feast at Tai Hang. The first concubine attended the ceremony, but witness did not go on account of a headache. Witness admitted, very reluctantly, that she was willing to acknowledge the complainant as "wife."

After further evidence His Worship discharged the defendant.

CHAN Yan, a street coolie, was arrested yesterday at Tsing-tai-tai for being in possession of an iron anchor, reasonably suspected to have been stolen. Defendant could not give a satisfactory explanation and was arrested. He was placed before Mr. Melbourne, at the Police Court this morning, and a fine of \$10 was imposed.

"How often have you been in gaol?" asked Mr. F. A. Hazeland of a defendant at the police court this morning. "Only once," replied the defendant, who was being charged with stealing a towel from Beaconsfield Arcade. Inspector Warnock said that there had been several larcenies committed in the Arcade during the past few months, and as a result of special watches kept, defendant was arrested. His Worship sentenced him to three weeks' hard labour and six hours' stoppage, and made it clear to defendant that he will be banished after his term had expired, and that he was not to return to Hongkong before five years had elapsed.

HON. JULIUS G. LAY.

A WELL-DESERVED PROMOTION.

OFFERED CONSUL-GENERALSHIP AT CAPE TOWN.

[From Our Correspondent.]

Canton, 15th May, 1906.

Hon. Julius G. Lay, for the past sixteen months Consul-General of the United States of America at Canton, received a cablegram last week from the Department of State, Washington, D. C., offering him the post of Consul-General of the United States at Cape Town, South Africa.

Mr. Lay was in Japan at the time, but upon being informed of the offer immediately telegraphed his Government of his willingness to accept. This new appointment is a flattering promotion, for according to the new U.S. Consular Act recently passed by the American Congress, Cape Town is classified one grade higher than Canton with a substantial increase in the salary paid. This makes within the past two or three months, four changes in the American Consular Service in South China alone—changes in the Consuls stationed at Foochow and Amoy, and transfers in the Consuls-General at Hongkong and Canton.

Radical changes are being instituted in the American Consular Service over the whole world, and a vast amount of transferring, resigning, promoting, etc. is going on among its personnel, all through the instrumentality of that great organizer and statesman, Elihu Root, the present Secretary of State.

It is reported that Consul-General and Mrs. Lay are at present on a visit to Peking and North China, and will return to Canton about the middle of June when they will leave at once for Cape Town via Washington, D. C. Nothing is known as to who shall succeed Mr. Lay at Canton.

A PUGILISTIC BAR-BOY.

FINED FOR MISBEHAVIOUR.

Lam Lin, the head "boy" of the Kowloon Hotel, was brought up on remand, before Mr. F. A. Hazeland this morning at the Magistracy for behaving in a riotous manner in the hotel on the 12th instant. It will be remembered that the case had to be remanded for the appearance of a visitor, who was alleged to have assaulted the defendant. The visitor appeared in Court this morning and said that on the day in question he went to the hotel, ordered drinks, and signed for the liquors in his book. Defendant came to the bar and said that witness did not sign the book, for "he no look see." Witness told him to go away, and in passing the billiard-room defendant said: "Come out, I fight you," and witness went out.

His Worship—Why did you go out? To fight him?

Witness—No, your Worship. I was going to see the manager.

Continuing, witness declared that as soon as he entered the gardens, he was struck by the defendant.

An overseer, from the Public Works Department, said he was on the back verandah of the hotel on Saturday night, and saw that there had been an argument between the first witness and defendant. Suddenly he saw defendant rush at the European and deliver a blow.

Evidence for the defence was heard. They all stated that the European started the fight.

Mr. Osborne, of the hotel, said that there was only one boy who actually saw the commencement of the fight, the others being in the dining-room at the time. When they heard of the fight they all made for the garden to help defendant.

His Worship fined him \$10, with the alternative of one month's gaol.

HIGHWAY ROBBERY.

SHIP'S CAPTAIN HELD UP AT WEST POINT.

During the small hours of this morning a most flagrant outrage was committed in Connaught Road West, when Captain Liang, of Messrs. Bradley and Company's steamer *Tatshan*, was set up and robbed by ricksha coolies of \$200 in bills. From what can be gathered it appears that Captain Liang came ashore yesterday with \$350 in notes to deposit in the bank. Business matters kept him away and when he arrived at the bank he found it closed. During the evening he engaged a ricksha to take him to West Point, where he intended engaging a sampan to return to his ship. On arrival at West Point it was discovered that there were no sampans there. He then told the ricksha coolie to drive him back. The coolie took him along Queen's Road West, and at a certain part of that locality pulled up the ricksha and told his fare that he was tired. Would Captain Liang pay him off and engage another ricksha? The captain, who had no small change, took out the bundle of banknotes, extracted a \$10 bill and handed it to the coolie to change. The coolie departed and returned with the change, but the captain did not see that the other coolies near by were looking at the bunch of bills which he had just replaced in his pocket. Another ricksha was engaged and the captain again made for the praya in Connaught Road West to seek a sampan. Here he paid off the coolie and was hailing a boat, when suddenly he was caught from behind by several men and felled to the ground. There was a great struggle, but numbers told, and the captain was held down by two coolies while three others went through his pockets. In the struggle the marine officer was roughly handled, receiving serious injuries to his face. After this the robbers fled, and Captain Liang went to No. 7 Police Station where he reported the matter. At the station he discovered that \$100 odd which he had concealed in another pocket had been left untouched. It is stated that the captain cannot supply the police with the number of his ricksha, and it is a moot point whether he can recognise his assailants again. The police, however, are making inquiries into the affair.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE STUDENT CORPS.

SHANGHAI TAOTAI'S SCHEME.

CAVALRY AND INFANTRY COMPANIES TO BE FORMED.

[From Our Own Correspondent.]

Shanghai, 16th May, 2.20 p.m.

The Taotai at Shanghai has decided to form several volunteer companies composed of students.

The corps will comprise artillery, cavalry and infantry.

SAN FRANCISCO EARTHQUAKE.

GREAT DISTRESS PREVAILING.

150,000 PEOPLE IN RECEIPT OF RELIEF.

[From Our Own Correspondent.]

Shanghai, 16th May, 2.20 p.m.

The relief works at San Francisco are being carried out with the utmost rapidity.

Much distress prevails, and the city still presents a most dismantled appearance.

About 150,000 people are in receipt of relief.

WEI-HAI-WEI.

BRITAIN AGREES TO EVACUATE.

CHINA WILL PAY FOR FORTIFICATIONS.

[From Our Own Correspondent.]

Shanghai, 15th May, 3.5 p.m.

It is reported that Sir Ernest Satow, the British Minister at Peking, has informed the Waiwupu that Great Britain will consent to the retrocession of Wei-hai-wei to China, under certain conditions.

It is required that the Chinese Government refund to Great Britain the cost incurred in fortifying Wei-hai-wei, and that a guarantee be given that China will not lease Wei-hai-wei to any other Power, without having previously obtained the consent of the British Government.

[The above telegram was received too late for insertion in yesterday's issue.—Ed. H.K.T.]

[Reuters.]

The Derby.

14th May.

Flair has been scratched for the Derby.

Russia.

Admiral Mishitch, the unpopular commander of the Fort in St. Petersburg, has been killed by the workmen, whom he tried to prevent celebrating the Russian May Day.

The New British Minister for China.

Sir John Jordan will sail by the *Empress of Britain* on the 7th of July.

The Fate of Father Gapon.

A body, found hanging from the ceiling of a closed villa at the Russian health resort Oserki, has been identified as that of Father Gapon.

ALLEGED MANSLAUGHTER IN THE NEW TERRITORY.

The case in which Li Sang, a farmer, of So Kuo Wat, Ping Shan, New Territory, was charged with the manslaughter of a former named Chan Yung, was further heard before Mr. F. A. Hazeland, at the Magistracy to-day. Mr. F. F. C. Master, of Messrs. Johnson, Stokes and Master, prosecuted, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, defended. Sergeant Kerr, of Ping Shan station, appeared on behalf of the police. The case was remanded for one week.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Nansang*) 21st inst.
Canadian (*Empress of China*) 22nd inst.
German (*Preussen*) 23rd inst.
American (*China*) 30th inst.
American (*Albatross*) 30th inst.

The P. M. S. S. Co.'s s.s. *Manchuria* arrived at San Francisco on 13th inst.
The S. S. Co. P. R. Co.'s s.s. *Athenian*, arrived at New York on 12th inst.

The P. & O. S. N. Co.'s s.s. *Dacca* left Singapore for this port on 15th inst., at 11 a.m.
The I. O. S. N. Co.'s s.s. *Namrang* from Calcutta and the Straits left Singapore for this port on 15th inst., at 5 p.m.

The Imperial German Mail s.s. *Prinz Waldermar* left Sydney on 12th inst., at noon, and may be expected here on 5th prox.
The Imperial German Mail s.s. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on 14th inst., at 3 p.m., and may be expected here on 22nd inst., a.m.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd May.
GLASGOW and LIVERPOOL	"AJAX"	31st "
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	14th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	21st "
GLASGOW and LIVERPOOL	"PATROCLUS"	28th "
GLASGOW and LIVERPOOL	"ANTENOR"	4th June.
GLASGOW and LIVERPOOL	"PING SUEY"	11th "

The S.S. "Rhipheus" left Singapore on the 12th inst. for Nagasaki (direct).
The S.S. "Calchas" is due here on the 19th instant.

HOMeward.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th May.
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	19th "
* GENOA, MARSEILLES & L'POOL	"HYSON"	3rd July.
AMSTERDAM, LONDON & ANTWERP	"PROMETHEUS"	17th "
LONDON, AMSTERDAM & L'POOL	"PATROCLUS"	20th "
LONDON, AMSTERDAM & L'POOL	"PING SUEY"	31st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTSE"	19th May.
The S.S. "Yangtze" left Kobe on the 11th instant for Hongkong via Moji, and is due here on the 19th.		

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAM"	22nd May.
SHANGHAI	"SHANBI"	23rd "
CHEFOO and TIENTSIN	"KWEIHOW"	24th "
SHANGHAI	"KIUKIANG"	24th "
SHANGHAI	"SHAOHJING"	24th "
CEBU and ILOILO	"KAIFONG"	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.* Taking Cargo on through Bills of Lading, to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th May, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 19th May, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 26th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 12th May, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"RAMSAY"	22nd May.
"ANGLO SAXON"	Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 11th May, 1906.

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 23rd May, 1905.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.
Hongkong, 30th September, 1905.

Shipping—Steamers.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW".....1,300.....T. R. MEAD.
"KWONG TUNG".....1,338.....R. RAMSEY.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.
Passage Fare—Single Journey\$1
Meals\$1 each.

ALSO

Excursions to MACAO every SATURDAY
at 6 P.M., and every SUNDAY at 8.30 A.M.,
returning on SUNDAY at 10 A.M. and 6.30
P.M.
FARES: 1st Class single \$1 with cabin \$3.00,
return \$3; 2nd Class single \$1, return \$1.50.
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is at the Western
end of Wing Lok Street.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th April, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THE Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sundays
at 8 A.M. Departs from Macao on Week
Days, at 1.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES: Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
On and after Sunday, 7th inst., inclu-
sive, every Sunday will be an Excursion, at the
following rates: 1st and 2nd Class, Single, \$2;
Return, \$3; 1st Class, Single with Cabin, \$3;
Return, 50 cents; 3rd Class, Single, 50 cents; Re-
turn, 80 cents.

All Meals can be supplied on Board at \$1
each Meal.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 10th May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 18th May, 4 P.M.
SGAPORE, SAMARANG & SOERABAYA	"CHUNSHANG"	SATURDAY, 19th May, 3 P.M.
KUDAT and SANDAKAN	"MAUSANG"	SUNDAY, 20th May, Daylight.
SHANGHAI	"WINGSANG"	MONDAY, 21st May, 4 P.M.
TIENTSIN	"CHISHING"	TUESDAY, 22nd May, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.* Taking Cargo on through Bills of Lading to Labad Datu, Simporna, Tawao, Usukan, Jesselton
and Labuan.

* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 16th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meitzenthin	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

Consignees.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ANDALUSIA,"

Captain Schmidt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 18th May, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th May, 1906, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, 11th May, 1906.

[552]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or
about the 20th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 10th May, 1906. [430]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Powell, will be de-patched for the above
Ports, on SATURDAY, the 20th June, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Steadfast and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 30th April, 1906. [514]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 12th May, 1906. [554]

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH,"

3,435 Tons,
will be despatched for VLADIVOSTOCK
about the 2nd June.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th May, 1906. [489]

Shipping—Steamer.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the
above Ports, on TUESDAY, the 22nd instant,
at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 14th May, 1906. [560]

Consignees.

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. "Dordogne" and "Charente," from
Havre ex S.S. "Charente," and from Bourdeaux
ex S.S. "Cambrai," in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 21st instant, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 21st instant, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 14th May, 1906. [11]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
16th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 14th May, 1906. [560]

Intimations.

A WONDERFUL DISCOVERY.

This is the most important discovery of the
century. It is a new method of curing
the most dangerous and fatal diseases. It is
a discovery which will revolutionize the
practice of medicine. It is a discovery which
will save millions of lives. It is a discovery
which will bring about the most wonderful
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* Flagship of Vice-Admiral Richard, Commander-in-Chief,
† Flagship of Rear-Admiral Boissac, Second-in-Command,
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China
(*) Flagship of Rear-Admiral de Marolles,

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 19th
May, 1906, at Noon, taking Passengers and
Cargo to the above Ports in connection, with
the Company's S.S. *India*, 7,911 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*,
due in London on the 1st July, 1906.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 8th May, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES.

LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregor, will be despatched for
MARSEILLES on TUESDAY, the 29th
May, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nira* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *SALAZIE* 12th June.
S.S. *OCÉANIE* 26th June.
S.S. *TOURNAI* 10th July.
S.S. *TONGARE* 24th July.
S.S. *ARMAND BEHIC* 7th August.
G. DE CHAMPEAUX,
Agent.

Hongkong, 15th May, 1906.

Announcements.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

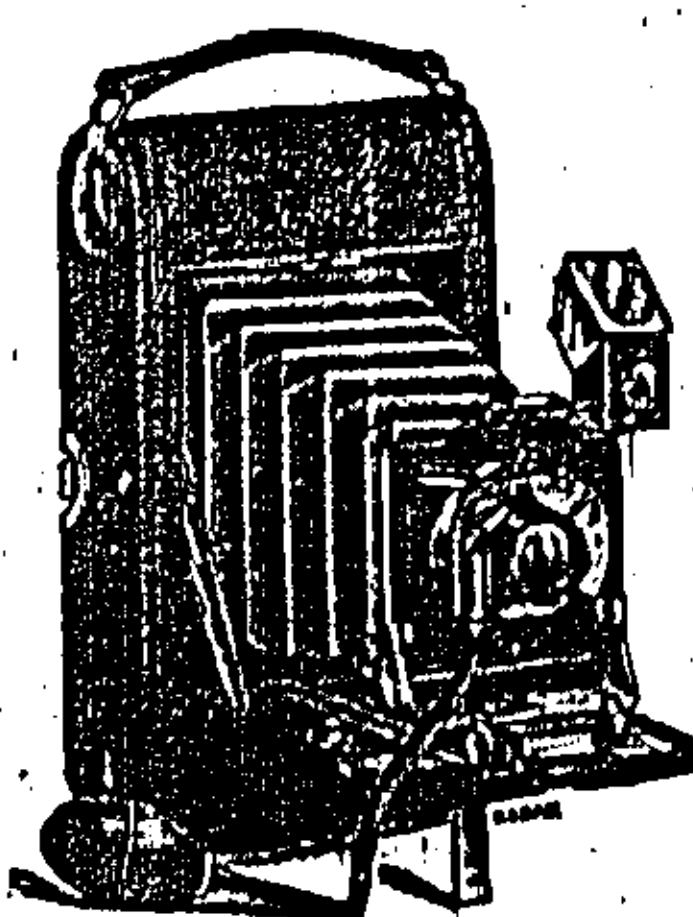
FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION
BANKS.								
Hongkong & Shanghai Banking Corporation	Fr. 000	\$125	\$125	{ £1,000,000 \$9,500,000 \$210,000 £12,735 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0/16 = \$26.87 for 2nd half-year 1905	5 %	{ \$850 London £80.10 \$38
National Bank of China, Limited	99,925	£7	£65	{ \$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1905		\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ £1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$360
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 on account 1905	5 1/2 %	Tls. 87 1/2 ex div.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 £10,000 \$153,814 \$569,779 \$800,000 \$15,177	\$27,271	Interim div. of 3/6 on account 1905	5 %	\$800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 £20,000 £5,000 \$122,928	\$50,134	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 £20,000 £5,000 \$122,928	\$34,458	\$6 for 1904	7 %	186
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 £20,000 £5,000 \$122,928	\$42,618	\$25 for 1904	8 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$6,000 \$264,387 \$38,941	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$22 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 £20,000 £5,000 \$122,928	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	{ \$100,000 £20,000 £5,000 \$122,928	\$21,480	\$1 1/2 for 2nd half-year making \$2 for 1905	8 %	\$25
Indo-China Steam Navigation Company, Limited	20,000	£10	£10	{ \$100,000 £20,000 £5,000 \$122,928	£4,435	12/- @ 1/10 = \$6.29 5/11 for 1904	7 %	\$91
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 £20,000 £5,000 \$122,928	Tls. 21,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 £20,000 £5,000 \$122,928	Tls. 21,156	Final Tls. 14 making Tls. 3 1/2 for 1905	7 %	Tls. 50 buyers
Shell Transport and Trading Company, Limited	100,000	£1	£1	{ £4,441 \$65,000 \$24,217	107,815	1/2 (Coupon No. 6 for 1905	4 %	26 1/2
"Star" Ferry Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	929	{ \$1.80 for year ending 30.4.1905 \$0.90	{ 5 1/2 % 4 %	{ \$33 \$23
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 350,479 Tls. 48,000 Tls. 81,200	13,913	Final of Tls. 2 making Tls. 4 for 1905	10 %	Tls. 40 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$800,000 £16,000 £4,000 \$122,928	\$20,914	Final of \$15 making \$35 for 1905	13 %	\$170
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$800,000 £16,000 £4,000 \$122,928	\$13,588	\$3 for 1897		\$25
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 90 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £78,000 £26,011 none	£13,355	{ 1/2 (No. 6) interim div. for 12 months ending 28.2.06	7 %	{ Tls. 10 buyers G. \$14
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none	G. \$90,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £78,000 £26,011 none	£8,745	No. 12 of 1/- = 48 cents		\$3 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	20,000	\$50	\$50	{ \$100,000 £20,000 £5,000 \$122,928	\$20,046	Final of \$3 1/2 making \$6 1/2 for 1905	5 1/2 %	\$104
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 £20,000 £5,000 \$122,928	\$362,233	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$164
Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ \$188,000	\$2,221	\$1 for 1905	6 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd.	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 £20,000 £5,000 \$122,928	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 %	Tls. 119
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 £20,000 £5,000 \$122,928	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 225 nom.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 1,000,000 £20,000 £5,000 \$122,928	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none	none	First year		Tls. 100
Anchor House Hotel Company, Limited (Shanghai) ..	6,000	£25	£25	{ \$14,516	\$9,028	\$2 1/2 for year ending 30.6.1905	8 %	\$32 sellers
Central Stores, Limited	24,000	\$15	\$15	{ none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (Founders')	123	\$15	\$15	{ none	\$4,719	7 % on \$7 1/2 for 1905		\$15 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$64,075 \$24,071	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$130 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 £5,000 £1,250 \$122,928	\$67,339	Final of \$3 1/2 making \$7 1/2 for 1905	6 %	\$119 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986	Tls. 7,202	Interim of Tls. 1	14 %	Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none	\$4,690	Final of \$6 making \$10	10 %	\$100
Plimpreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$28,386 \$50,000	\$5,070	8 cents for 1905	7 %	\$11 1/2
Powloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ Tls. 999,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 %	Tls. 119 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 70 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$39,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 % a/c 1898		Tls. 65 sellers
Liaou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 30,766	Tls. 8 for 1905	11 1/2 %	Tls. 80 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 315 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	\$1,666	\$7 for 1905	7 %	\$100
Cell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £114	\$770	1/3 per share for 1904	9 %	\$72 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$38
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904		\$7 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 80 sales
China Light and Power Company, Limited	100,000	\$10	\$10	{ none	\$1,219	60 cents for year ended 28.2.06	6 %	1104 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$410,000	\$52,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$29
Hall & Holt, Limited	21,000	\$20	\$20	{ \$500,000	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$22 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	\$2,568	\$1.00 for 10 months ending 28.2.06	7 1/2 %	\$16 ex div.
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000	\$2,795	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$180,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$16,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$2,500	\$183	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,502 Tls. 27,603	Tls. 10,724	first interim of Tls. 7 1/2 paid 5.3.06 account 1906	8 1/2 %	Tls. 242 1/2 sellers
Philippine Company, Limited	67,500	\$10	\$10	{ none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000	Tls. 11,017	Tls. 3 1/2 final & Tls. 1 1/2 bonus making	6 1/2 %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 9,751	Tls. 8 1/2 1905	11 %	Tls. 55 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000	Tls. 2,753	Tls. 6 for 1904	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 70 sales
Shanghai Waterworks Company, Limited	{ 7,200 7,200	{ £20 £20	{ £20 £20	{ Tls. 190,000 none	Tls. 85,592 Dr. \$44,089	{ Final of 37/6 making 52/6 for 1905/6 First year	{ 6 1/2 % 8 1/2 %	{ Tls. 450 Tls. 200 buyers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$1,133	None		\$20
Team Laundry Company, Limited	20,000	\$5	\$5	{ none	\$1,133	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$22,000	\$551	{ 80 cents \$19.80	{ 9 % 11 %	{ \$9 \$180
Do. (Founders')	100	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 div. buyer
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	\$7,734	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676			